STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION
POLICY DIRECTIVE
TR-0011 (REV 5/11/2004)

TRAFFIC OPERATIONS POLICY DIRECTIVE	NUMBER 05-03	PAGE 1 OF 4

KARLA SUTLIFF, DIVISION CHIEF *(Signature)* *Jerry Mais for Division Chief*	DATE ISSUED 03/14/05	EFFECTIVE DATE 03/14/05

SUBJECT The use of No Turn On Red signs for less than 75 degrees skewed signalized intersections.	DISTRIBUTION

DISTRIBUTION

☐ All District Directors

☒ All Deputy District Directors - Traffic Operations

☐ All Deputy District Directors - Maintenance

☐ All Deputy District Directors - Construction

☐ All Deputy District Directors - Design

☐ All Deputy District Directors - Transportation Planning

☐ Chief, Division of Engineering Services

☒ Chief Counsel, Legal Division

☒ Publications (California Supplement Website)
http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/index.htm

☐ Headquarters Division Chiefs for:

DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? ☐ YES ☒ NO	IF YES, DESCRIBE
WILL THIS DIRECTIVE BE INCORPORATED IN THE MUTCD 2003 CALIFORNIA SUPPLEMENT? ☒ YES ☐ NO	IF YES, DESCRIBE Section 2B.45 - Traffic Signal Signs (R10-1 through R10-21)

DIRECTIVE

The existing MUTCD 2003 California Supplement Section 2B.45 Option on page 2B-39 is deleted and replaced as follows:

~~Option:~~

~~A supplemental sign, to the NO TURN ON RED (R10-11a) sign, may be used on the near right or left at intersections that are extremely wide or skewed.~~

Guidance:
A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19) , No Right Turn on Red (CA Code R13A) sign or No Left Turn on Red (CA Code R13B) sign (see Figure 2B-101) should be used on the near right of skewed intersections where the adjacent approach leg to the left intersects the driver's approach leg at an angle of less than 75 degrees.

Option:
A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19) , No Right Turn on Red (CA Code R13A) sign or No Left Turn on Red (CA Code R13B) sign (see Figure 2B-101) may be used on the near right of extremely wide intersections

☐ If checked, see continuation page(s).

IMPLEMENTATION

This directive applies to all signalized intersections on roadways open to the public in California.

☐ If checked, see continuation page(s).

DELEGATION

Persons or entities responsible for operating and maintaining signalized intersections on roadways open to the public in California.

☐ If checked, see continuation page(s).

BACKGROUND

This directive is the result of California Traffic Control Devices Committee's (CTCDC) recommendation (at their December 8, 2004 meeting) to Caltrans based upon a request from the Older Californian Traffic Safety Task Force.

Established in March 2003, the Older Californian Traffic Safety (OCTS) Task Force is a joint project of the California Highway Patrol and the Center for Injury Prevention Policy and Practice at San Diego State University. The OCTS Task Force has a diverse, interdisciplinary membership representing both the public and private sectors. The OCTS Task Force currently has seven workgroups that are charged with implementing the recommendations from the OATS Report. The goal of the Transportation Safety Workgroup is to establish roadway infrastructure and land use practices that promote safety. To accomplish this goal, the workgroup is implementing action items from the OATS report: 1) incorporating design features recommended in the Federal Highway Administration (FHWA) Highway Design Handbook on Older Drivers and Pedestrians into Caltrans manuals; 2) providing training to transportation professionals on this FHWA handbook; and 3) establishing and enhancing pedestrian priority in transportation projects. The workgroup consists of representatives from the Department of Transportation, the Federal Highway Administration, the California Highway Patrol, the Department of Health Services, the Traffic Safety Center at the University of California at Berkeley, and the Office of Traffic Safety.

FHWA's "Highway Design Handbook For Older Drivers and Pedestrians" contains more details, background, rationale, supporting evidence, research and references for this recommendation. It is identified as I.A.(3) and I.I.(3) in this publication. The Handbook is available at the following web sites:

http://www.tfhrc.gov/humanfac/01103/coverfront.htm
http://www.fhwa.dot.gov/tfhrc/safety/pubs/older/intro/index.html

DEFINITIONS

When used in this Traffic Operations Policy Directive, the text shall be defined as follows:

1)   **Standard** - a statement of required, mandatory, or specifically prohibited practice. All standards text appears in **bold** type. The verb **shall** is typically used. Standards are sometimes modified by Options.

2)   <u>Guidance</u> - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgement or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in <u>underlined</u> type. The verb <u>should</u> is typically used. Guidance statements are sometimes modified by Options.

3)   Option - a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb may is typically used.

4)   Support - an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs shall, should and may are not used in Support statements.

ATTACHMENTS

None